

110TH CONGRESS
1ST SESSION

H. R. 3909

To require a report on the size and mixture of the Air Force intertheater
airlift force.

IN THE HOUSE OF REPRESENTATIVES

OCTOBER 18, 2007

Mrs. TAUSCHER (for herself and Mr. CASTLE) introduced the following bill;
which was referred to the Committee on Armed Services

A BILL

To require a report on the size and mixture of the Air
Force intertheater airlift force.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “United States Airlift
5 Requirements Act”.

6 **SEC. 2. REPORT ON SIZE AND MIX OF AIR FORCE INTER-**
7 **THEATER AIRLIFT FORCE.**

8 (a) STUDY REQUIRED.—

9 (1) IN GENERAL.—The Secretary of Defense
10 shall conduct a study on various alternatives for the

size and mix of assets for the Air Force intertheater airlift force, with a particular focus on current and planned capabilities and costs of the C-5 aircraft and C-17 aircraft fleets.

(2) CONDUCT OF STUDY.—

(A) USE OF FFRDC.—The Secretary shall select to conduct the study required by subsection (a) a federally funded research and development center (FFRDC) that has experience and expertise in conducting studies similar to the study required by subsection (a).

(B) DEVELOPMENT OF STUDY METHODOLOGY.—Not later than 90 days after the date of enactment of this Act, the federally funded research and development center selected for the conduct of the study shall—

(i) develop the methodology for the study; and

(ii) submit the methodology to the Comptroller General of the United States for review.

(C) COMPTROLLER GENERAL REVIEW.—Not later than 30 days after receipt of the methodology under subparagraph (B), the Comptroller General shall—

1 (i) review the methodology for pur-
2 poses of identifying any flaws or weak-
3 nesses in the methodology; and

4 (ii) submit to the federally funded re-
5 search and development center a report
6 that—

7 (I) sets forth any flaws or weak-
8 nesses in the methodology identified
9 by the Comptroller General in the re-
10 view; and

11 (II) makes any recommendations
12 the Comptroller General considers ad-
13 visable for improvements to the meth-
14 odology.

15 (D) MODIFICATION OF METHODOLOGY.—

16 Not later than 30 days after receipt of the re-
17 port under subparagraph (C), the federally
18 funded research and development center shall—

19 (i) modify the methodology in order to
20 address flaws or weaknesses identified by
21 the Comptroller General in the report and
22 to improve the methodology in accordance
23 with the recommendations, if any, made by
24 the Comptroller General; and

(ii) submit to the congressional defense committees a report that—

(I) describes the modifications of the methodology made by the federally funded research and development center; and

(II) if the federally funded research and development center does not improve the methodology in accordance with any particular recommendation of the Comptroller General, sets forth a description and explanation of the reasons for such action.

(3) UTILIZATION OF OTHER STUDIES.—The study shall build upon the results of the recent Mobility Capabilities Studies of the Department of Defense, the on-going Intratheater Airlift Fleet Mix Analysis, and other appropriate studies and analyses. The study should also include any results reached on the modified C-5A aircraft configured as part of the Reliability Enhancement and Re-engining Program (RERP) configuration, as specified in section 132 of the National Defense Authorization Act

1 for Fiscal Year 2004 (Public Law 108–136; 117
2 Stat. 1411).

3 (b) ELEMENTS.—The study under subsection (a)
4 shall address the following:

5 (1) The state of the current intertheater airlift
6 fleet of the Air Force, including the extent to which
7 the increased use of heavy airlift aircraft in Oper-
8 ation Iraqi Freedom, Operation Enduring Freedom,
9 and other ongoing operations is affecting the aging
10 of the aircraft of that fleet.

11 (2) The adequacy of the current intertheater
12 airlift force, including whether or not the current
13 target number of 301 airframes for the Air Force
14 heavy lift aircraft fleet will be sufficient to support
15 future expeditionary combat and non-combat mis-
16 sions as well as domestic and training mission de-
17 mands consistent with the requirements of the Na-
18 tional Military Strategy.

19 (3) The optimal mix of C–5 aircraft and C–17
20 aircraft for the intertheater airlift fleet of the Air
21 Force, and any appropriate mix of C–5 aircraft and
22 C–17 aircraft for intratheater airlift missions, in-
23 cluding an assessment of the following:

24 (A) The cost advantages and disadvan-
25 tages of modernizing the C–5 aircraft fleet

1 when compared with procuring new C-17 air-
2 craft, which assessment shall be performed in
3 concert with the Cost Analysis Improvement
4 Group and be based on program life cycle cost
5 estimates for the respective aircraft.

6 (B) The military capability of the C-5 air-
7 craft and the C-17 aircraft, including number
8 of lifetime flight hours, cargo and passenger
9 carrying capabilities, and mission capable rates
10 for such airframes. In the case of assumptions
11 for the C-5 aircraft, and any assumptions made
12 for the mission capable rates of the C-17 air-
13 craft, sensitivity analyses shall also be con-
14 ducted to test assumptions. The military capa-
15 bility study for the C-5 aircraft shall also in-
16 clude an assessment of the mission capable
17 rates after each of the following:

18 (i) Successful completion of the Avi-
19 onics Modernization Program (AMP) and
20 the Reliability Enhancement and Re-
21 engineering Program (RERP).

22 (ii) Partially successful completion of
23 the Avionics Modernization Program and
24 the Reliability Enhancement and Re-
25 engineering Program, with partially successful

1 completion of either such program being
2 considered the point at which the contin-
3 ued execution of such program is no longer
4 supported by cost-benefit analysis.

5 (C) The tactical capabilities of strategic
6 airlift aircraft, the potential increase in use of
7 strategic airlift aircraft for tactical missions,
8 and the value of such capabilities to tactical op-
9 erations.

10 (D) The value of having more than one
11 type of aircraft in the strategic airlift fleet, and
12 the potential need to pursue a replacement air-
13 craft for the C-5 aircraft that is larger than
14 the C-17 aircraft.

15 (4) The means by which the Air Force was able
16 to restart the production line for the C-5 aircraft
17 after having closed the line for several years, and the
18 actions to be taken to ensure the production line for
19 the C-17 aircraft could be restarted if necessary, in-
20 cluding—

21 (A) an analysis of the costs of closing and
22 re-opening the production line for the C-5 air-
23 craft; and

1 (B) an assessment of the costs of closing
2 and re-opening the production line for the C-17
3 aircraft on a similar basis.

4 (5) The financial effects of retiring, upgrading
5 and maintaining, or continuing current operations of
6 the C-5A aircraft fleet on procurement decisions re-
7 lating to the C-17 aircraft.

8 (6) The impact that increasing the role and use
9 of strategic airlift aircraft in intratheater operations
10 will have on the current target number for strategic
11 airlift aircraft of 301 airframes, including an anal-
12 ysis of the following:

13 (A) The appropriateness of using C-5 air-
14 craft and C-17 aircraft for intratheater mis-
15 sions, as well as the efficacy of these aircraft to
16 perform current and projected future
17 intratheater missions.

18 (B) The interplay of existing doctrinal
19 intratheater airlift aircraft (such as the C-130
20 aircraft and the future Joint Cargo Aircraft
21 (JCA)) with an increasing role for C-5 aircraft
22 and C-17 aircraft in intratheater missions.

23 (C) The most appropriate and likely mis-
24 sions for C-5 aircraft and C-17 aircraft in

1 intratheater operations and the potential for in-
2 creased requirements in these mission areas.

3 (D) Any intratheater mission sets best per-
4 formed by strategic airlift aircraft as opposed to
5 traditional intratheater airlift aircraft.

6 (E) Any requirements for increased pro-
7 duction or longevity of C-5 aircraft and C-17
8 aircraft, or for a new strategic airlift aircraft,
9 in light of the matters analyzed under this
10 paragraph.

11 (7) Taking into consideration all applicable fac-
12 tors, whether or not the replacement of C-5 aircraft
13 with C-17 aircraft on a one-for-one basis will result
14 in the retention of a comparable strategic airlift ca-
15 pability.

16 (c) CONSTRUCTION.—Nothing in this section shall be
17 construed to exclude from the study under subsection (a)
18 consideration of airlift assets other than the C-5 aircraft
19 or C-17 aircraft that do or may provide intratheater and
20 intertheater airlift, including the potential that such cur-
21 rent or future assets may reduce requirements for C-5
22 aircraft or C-17 aircraft.

23 (d) COLLABORATION WITH TRANSCOM.—The feder-
24 ally funded research and development center selected
25 under subsection (a) shall conduct the study required by

1 that subsection and make the report required by sub-
2 section (e) in concert with the United States Transpor-
3 tation Command.

4 (e) REPORT BY FFRDC.—

5 (1) IN GENERAL.—Not later than February 4,
6 2009, the federally funded research and development
7 center selected under subsection (a) shall submit to
8 the Secretary of Defense, the congressional defense
9 committees, and the Comptroller General of the
10 United States a report on the study required by sub-
11 section (a).

12 (2) REVIEW BY GAO.—Not later than 90 days
13 after receipt of the report under paragraph (1), the
14 Comptroller General shall submit to the congres-
15 sional defense committee a report on the study con-
16 ducted under subsection (a) and the report under
17 paragraph (1). The report under this subsection
18 shall include an analysis of the study under sub-
19 section (a) and the report under paragraph (1), in-
20 cluding an assessment by the Comptroller General of
21 the strengths and weaknesses of the study and re-
22 port.

23 (f) REPORT BY SECRETARY OF DEFENSE.—

24 (1) IN GENERAL.—Not later than _____,
25 2009, the Secretary of Defense shall submit to the

1 Committee on Armed Services of the Senate and the
2 Committee on Armed Services of the House of Rep-
3 resentatives a report on the study required by sub-
4 section (a).

5 (2) ELEMENTS.—The report shall include a
6 comprehensive discussion of the findings of the
7 study, including a particular focus on the following:

8 (A) A description of lift requirements and
9 operating profiles for intertheater airlift aircraft
10 required to meet the National Military Strat-
11 egy, including assumptions regarding:

12 (i) Current and future military com-
13 bat and support missions.

14 (ii) The planned force structure
15 growth of the Army and the Marine Corps.

16 (iii) Potential changes in lift require-
17 ments, including the deployment of the Fu-
18 ture Combat Systems by the Army.

19 (iv) New capability in strategic airlift
20 to be provided by the KC(X) aircraft and
21 the expected utilization of such capability,
22 including its use in intratheater lift.

23 (v) The utilization of the heavy lift
24 aircraft in intratheater combat missions.

1 (vi) The availability and application of
2 Civil Reserve Air Fleet assets in future
3 military scenarios.

4 (vii) Air mobility requirements associ-
5 ated with the Global Rebasing Initiative of
6 the Department of Defense.

7 (viii) Air mobility requirements in
8 support of peacekeeping and humanitarian
9 missions around the globe.

10 (ix) Potential changes in lift require-
11 ments based on equipment procured for
12 Iraq and Afghanistan.

13 (B) A description of the assumptions uti-
14 lized in the study regarding aircraft perform-
15 ances and loading factors.

16 (C) A comprehensive statement of the data
17 and assumptions utilized in making program
18 life cycle cost estimates.

19 (D) A comparison of cost and risk associ-
20 ated with optimal mix airlift fleet versus pro-
21 gram of record airlift fleet.

22 (3) FORM.—The report shall be submitted in
23 unclassified form, but may include a classified
24 annex.

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